

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) A harness slack take-up structure for taking-up a slack of a harness extended from a steering wheel, comprising:

a steering shaft to which the steering wheel is fixed;

a steering column that is configured to rotatably accommodate the steering shaft and ~~that is configured to slide together with the steering shaft in a front/rear direction; wherein the harness extends from the steering wheel along the steering column, and wherein the slack of the harness has a first end and a second end;~~

~~a bracket that supports the steering column slidably in the front/rear direction;~~

a slack holder ~~that is~~ configured to contain the slack of the harness ~~and fixed to the bracket;~~

a movable part that is movable in the slack holder [[,]~~] and that is~~ connected to the steering column ~~and configured so as~~ to slide with the steering column in the ~~front-rear~~ ~~front/rear~~ direction; and

a fixed part ~~that is~~ fixed to the slack holder, ; and

~~a bracket supporting the steering column and movable in the front/rear direction, wherein the slack holder is fixed to the bracket,~~

~~wherein the harness extends along the steering column,~~

~~wherein the a first end of the slack engages is held by a member of the movable part and the a second end of the slack engages is held by the fixed part, and~~

~~wherein the fixed part has an unimpeded line of sight to at least a portion of the movable part when the movable portion part moves between an extreme forward position and an extreme rearward position, and~~

~~wherein the fixed part and the member of the movable part continuously have the slack of the harness therebetween when the movable part moves between the extreme forward position and the extreme rearward position,~~

~~wherein the second end of the slack is fixed at a position offset from a central portion of a moving range of the movable part,~~

wherein the slack swings in the front/rear direction with the fixed part as a fulcrum,
and

wherein the slack extends substantially linearly when the movable part is positioned at
the extreme frontward position or the extreme rearward position.

2. (Canceled).

3. (Previously Presented) The harness slack take-up structure of claim 1, wherein the first end of the slack is zigzagged in the movable part.

4. (Canceled)

5. (Canceled).

6. (Canceled)

7. (Canceled)

8. (Original) The harness slack take-up structure of claim 1, further comprising:

a second slack holder fixed relative to the steering column, having an inner cylinder through which the steering shaft is passed, an outer cylinder rotatably attached to the inner cylinder, and a cylindrical hollow formed between the inner cylinder and the outer cylinder; and

a second slack of the harness formed between the slack of the harness and the steering wheel, the length of the second slack corresponding to a range in a rotational angle of the steering wheel, a first end of the second slack being held by the inner cylinder, a second end of the second slack being held by the outer cylinder, the second slack being stored in the cylindrical hollow.

9. (Canceled)

10. (Original) The harness slack take-up structure of claim 3, further comprising:

a second slack holder fixed relative to the steering column, having an inner cylinder through which the steering shaft is passed, an outer cylinder rotatably attached to the inner cylinder, and a cylindrical hollow formed between the inner cylinder and the outer cylinder; and

a second slack of the harness formed between the slack of the harness and the steering wheel, the length of the second slack corresponding to a range in a rotational angle of the steering wheel, a first end of the second slack being held by the inner cylinder, a second end of the second slack being held by the outer cylinder, the second slack being stored in the cylindrical hollow.

11. (Canceled)

12. (Canceled).

13. (Canceled)

14. (Withdrawn) The harness slack take-up structure of claim 8, wherein the inner cylinder has a guide to spirally guide the harness.

15. (Previously Presented) The harness slack take-up structure of claim 1, wherein the harness has a substantially circular cross-section.

16. (Currently Amended) A harness slack take-up structure comprising:

a harness;

a steering shaft ~~that is configured to engage a steering wheel;~~

a steering column that is configured to rotatably accommodate the steering shaft and ~~that is configured to slide together with the steering shaft in a front/rear direction; wherein the harness extends along the steering column and has a substantially round cross-section, and wherein a slack of the harness has a first end and a second end;~~

a bracket that supports the steering column slidably in the front/rear direction;

a slack holder that is configured to contain the a slack of the harness and fixed to the bracket;

a movable part that is ~~(a) movable in the slack holder [();] and (b) connected to the steering column and configured so as~~ to slide with the steering column in the ~~front-rear front/rear~~ direction; and

a fixed part that is fixed to the slack holder, and

~~a bracket supporting the steering column and movable in the front/rear direction, wherein the slack holder is fixed on the bracket,~~

wherein the harness extends along the steering column and has a substantially round cross-section,

wherein the a first end of the slack engages is held by a member of the movable part and the a second end of the slack engages is held by the fixed part,

wherein the fixed part and the member of the movable part continuously have the slack of the harness therebetween when the movable part moves between an extreme frontward position and an extreme rearward position,

wherein the second end of the slack is fixed at a position offset from a central portion of a moving range of the movable part,

wherein the slack swings in the front/rear direction with the fixed part as a fulcrum, and

wherein the slack extends substantially linearly when the movable part is positioned at the extreme frontward position or the extreme rearward position.

17. (Canceled).

18. (Previously Presented) The harness slack take-up structure of claim 16, wherein the first end of the slack is zigzagged in the movable part.

19. (Canceled)

20. (Previously Presented) The harness slack take-up structure of claim 16, wherein the movable part and the fixed part are arranged to always face each other with the slack between them.

21. (Previously Presented) The harness slack take-up structure of claim 16, further comprising:

a second slack holder fixed relative to the steering column, having an inner cylinder through which the steering shaft is passed, an outer cylinder rotatably attached to the inner cylinder, and a cylindrical hollow formed between the inner cylinder and the outer cylinder; and

a second slack of the harness formed between the slack of the harness and the steering wheel, the length of the second slack corresponding to a range in a rotational angle of the steering wheel, a first end of the second slack being held by the inner cylinder, a second end

of the second slack being held by the outer cylinder, the second slack being stored in the cylindrical hollow.

22. (Currently Amended) The harness slack take-up structure of claim 16, wherein the fixed part has an unimpeded line of sight to at least a portion of the movable part when the movable part moves between the extreme forward position and the extreme rearward position.

23. (Canceled)

24. (Currently Amended) The harness slack take-up structure of claim [[23]] 1, wherein the movable part is connected to the steering column by a pin that moves in the front/rear direction within a long slot in the slack holder.

25. (Canceled)

26. (Currently Amended) The harness slack take-up structure of claim [[25]] 16, wherein the movable part is connected to the steering column by a pin that moves in the front/rear direction within a long slot in the slack holder.